

BookletChartTM

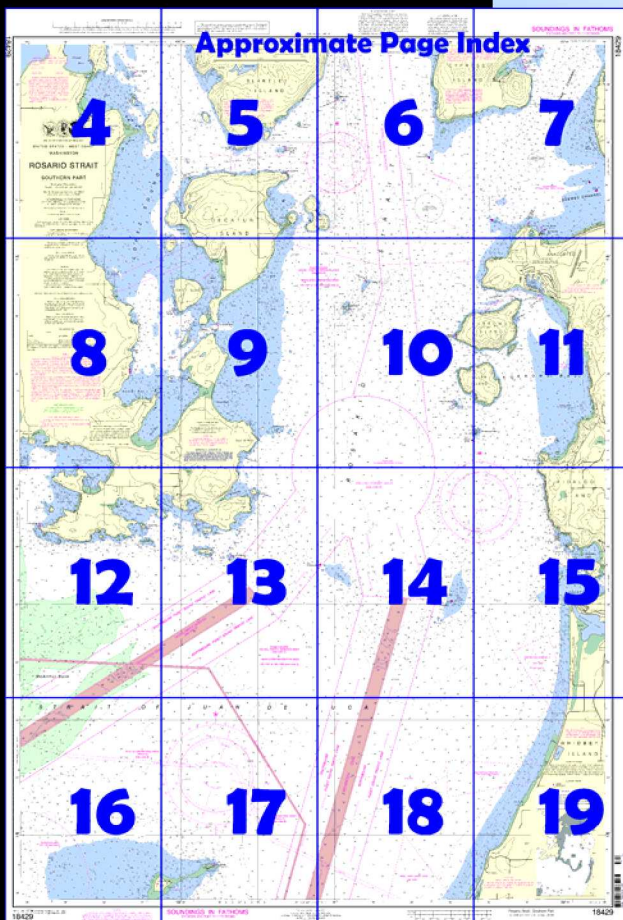
Rosario Strait – Southern Part

(NOAA Chart 18429)

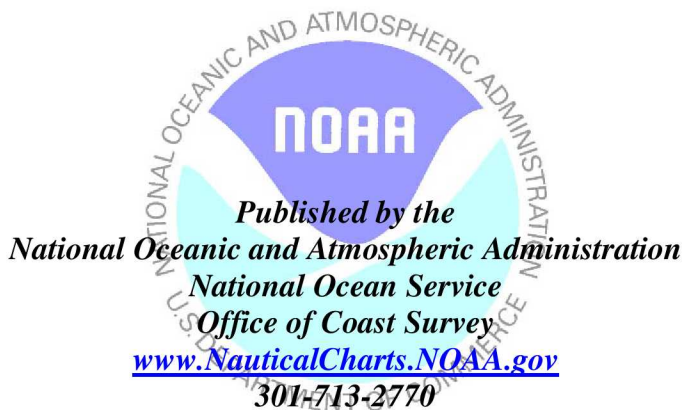


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

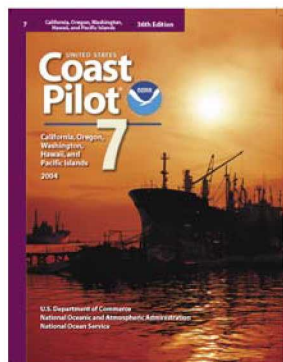
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 12 excerpts]

(2) **Strait of Juan de Fuca** separates the S shore of Vancouver Island, Canada, from the N coast of the State of Washington. The entrance to the strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W. This important body of water is the connecting channel between the ocean and the interisland passages extending S to Puget Sound and N to the inland waters of British Columbia and southeastern Alaska.

(121) **Smith Island**, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long.

(124) The northernmost part of the western shore of **Whidbey Island** forms the E end of the Strait of Juan de Fuca. This part of the island has a

uniform sandy shore backed by low and rolling upland of farm and wooded areas.

(265) **Lopez Island** is the southeasternmost one of the San Juan Islands; **Lopez Hill**, 488 feet high, is near the S midsection of the island.

(328) **Blakely Island**, E of Lopez and Shaw Islands, is privately owned and maintained but open to the public.

(329) **Thatcher Pass**, between Blakely Island and **Decatur Island**, is about 0.5 mile wide in its narrowest part.

(334) **Lopez Sound**, on the E side of Lopez Island, may be entered from Rosario Strait by Thatcher Pass. The depths in the greater part of the sound are 3 to 5 fathoms, muddy bottom, but a narrow and deeper channel is along the E shore.

(335) Fair protection in SE weather can be had in the area W of Decatur Island and N of **Center Island** in 3 to 5 fathoms, mud bottom. Strong winds blow across the low neck at the S end of Decatur Island and may make the area W uncomfortable for small craft. Good anchorage in W weather can be had in the large bight on the W side of the sound.

(338) **Rosario Strait**, the easternmost of the three main channels leading from the Strait of Juan de Fuca to the Strait of Georgia, is 20 miles long and from 1.5 to 5 miles wide. The water is deep, and the most important dangers are marked.

(346) **Deception Pass**, the impressive 2-mile passage between Whidbey Island and **Fidalgo Island**, provides a challenging route that connects the N end of Skagit Bay with the S end of Rosario Strait.

(350) **Deception Island**, 1 mile W of Pass Island, is 0.4 mile NW of **West Point**, the NW end of Whidbey Island.

(355) **Burrows Bay** indents the W shore of Fidalgo Island between **Biz Point** and **Fidalgo Head**. Burrows Bay is a broad open bight affording anchorage in the N part, in 15 to 16 fathoms, soft bottom. Protection from W and N is afforded by **Burrows Island** and **Allan Island**, but the bay is exposed to S weather.

(364) **James Island** is close off **Decatur Head**, the E end of Decatur Island, and between the two is a deep but narrow passage; on the island are two hills with heights of 260 and 219 feet.

(366) **Cypress Island**, 1,530 feet high, steep on the lower slopes and gently rounding at the top, is on the E side of Rosario Strait and opposite Blakely Island. From S the island appears to lie in the middle of Rosario Strait.

(391) **Guemes Channel**, between Guemes Island on the N and Fidalgo Island on the S, leads E from Rosario Strait to Padilla Bay.

(397) **Anacortes**, is on the S shore of Guemes Channel. The port is incorporated as the **Port of Anacortes**. Commerce includes logs and petroleum products.


(423) **Bellingham Channel**, deep between Cypress and Guemes Island, is the most direct route to Bellingham Bay from S. Between Cypress, Guemes, and Sinclair Islands the tidal currents have considerable velocity, but between Sinclair and Vendovi Islands the velocities are considerably less.


Table of Selected Chart Notes

Corrected through NM Jan. 13/07
Corrected through LNM Jan. 02/07

HEIGHTS
Heights in feet above Mean High Water.

NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Puget Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.

PLANE COORDINATE GRID
(based on NAD 1927)
The Washington State Grid is indicated on this chart at 5000 foot intervals thus: 
The last three digits are omitted.

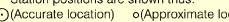
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

LOCAL MAGNETIC DISTURBANCE
Differences from the normal variation have been observed as follows:
Eastern shore of Burrows Bay 4°

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:

(Accurate location) (Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Puget Sound, WA WGW-24 162.425 MHz

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:25,000 at Lat. 48°26'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

WIRE DRAGGED AREAS
The areas within the dashed green lines have been swept clear to at least the depths indicated in fathoms and feet by the green numbers.

COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE B
NAVAL OPERATING AREAS
Mariners should use caution as naval craft may be maneuvering within the areas. For further information, consult Local Notice to Mariners.

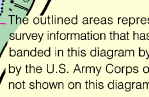
NOTE C
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, and U.S. Coast Guard.

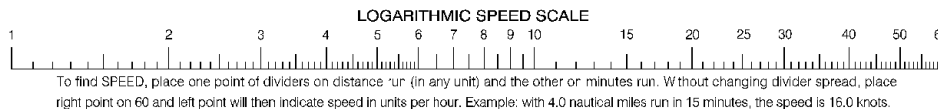
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE E
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.
For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Thatcher Pass	(48°32'N/122°48'W)	feet 7.8	feet 7.2	feet 2.3
Bowman Bay, Fidalgo I	(48°25'N/122°39'W)	7.7	7.1	2.5
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov (Nov 2006)				

18429



This nautical chart Ocean Service encourage improving this chart to Service, NOAA, Silver

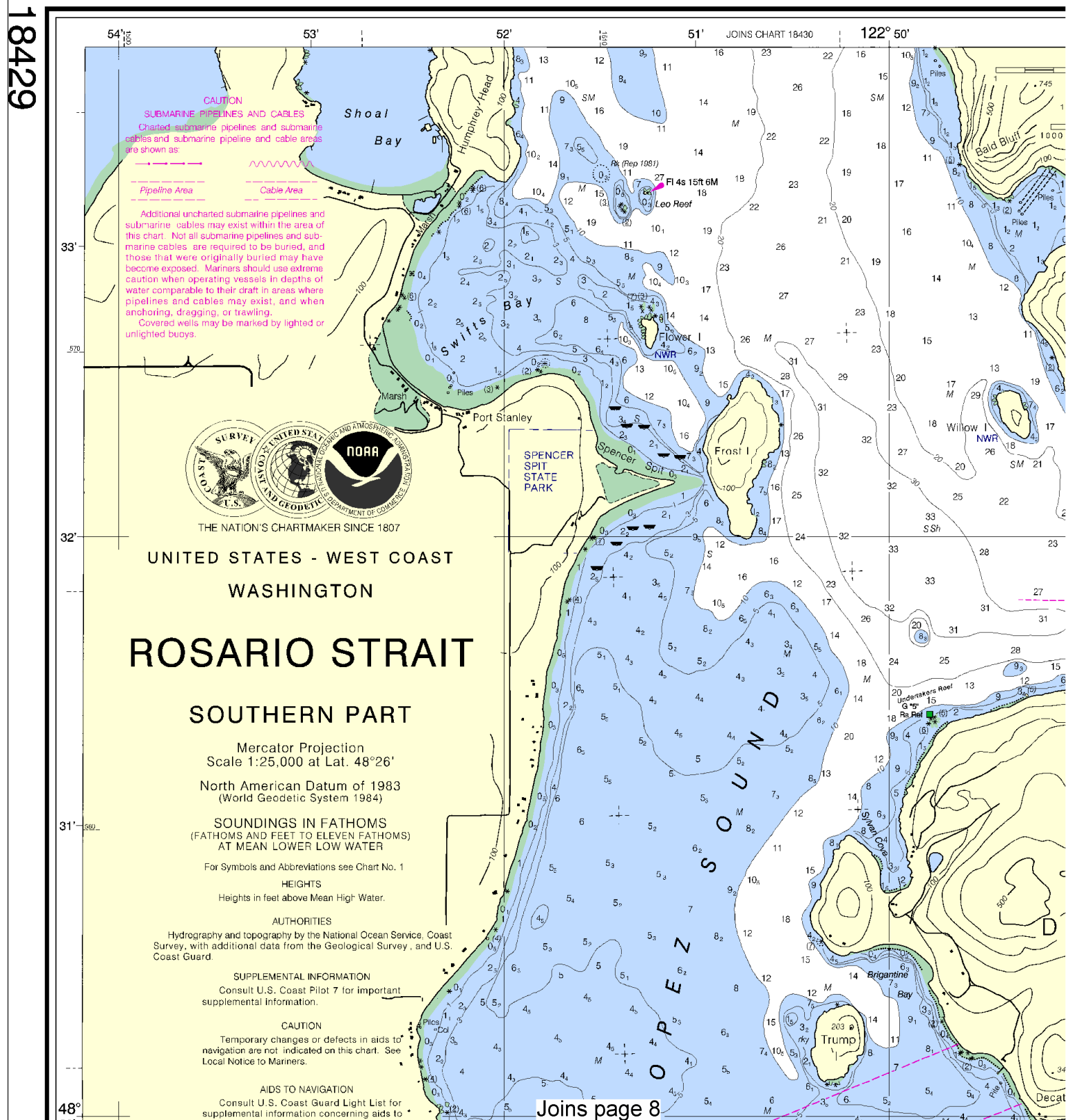
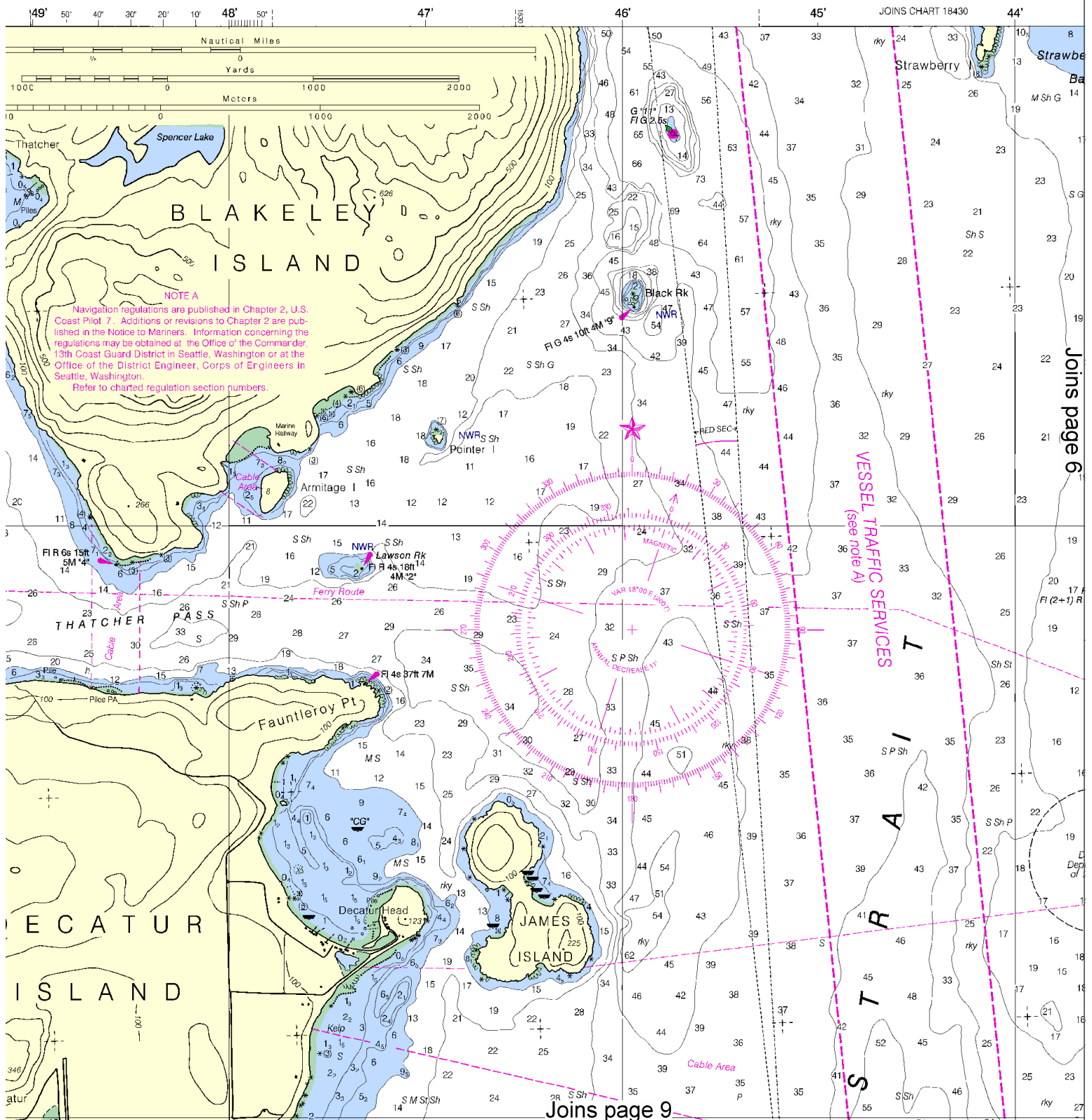


chart has been designed to promote safe navigation. The National
 users to submit corrections, additions, or comments for
 to the Chief, Marine Chart Division (N/CS2), National Ocean
 or Spring, Maryland 20910-3282.

1st Ed., Mar. 1979 KAPP 1662

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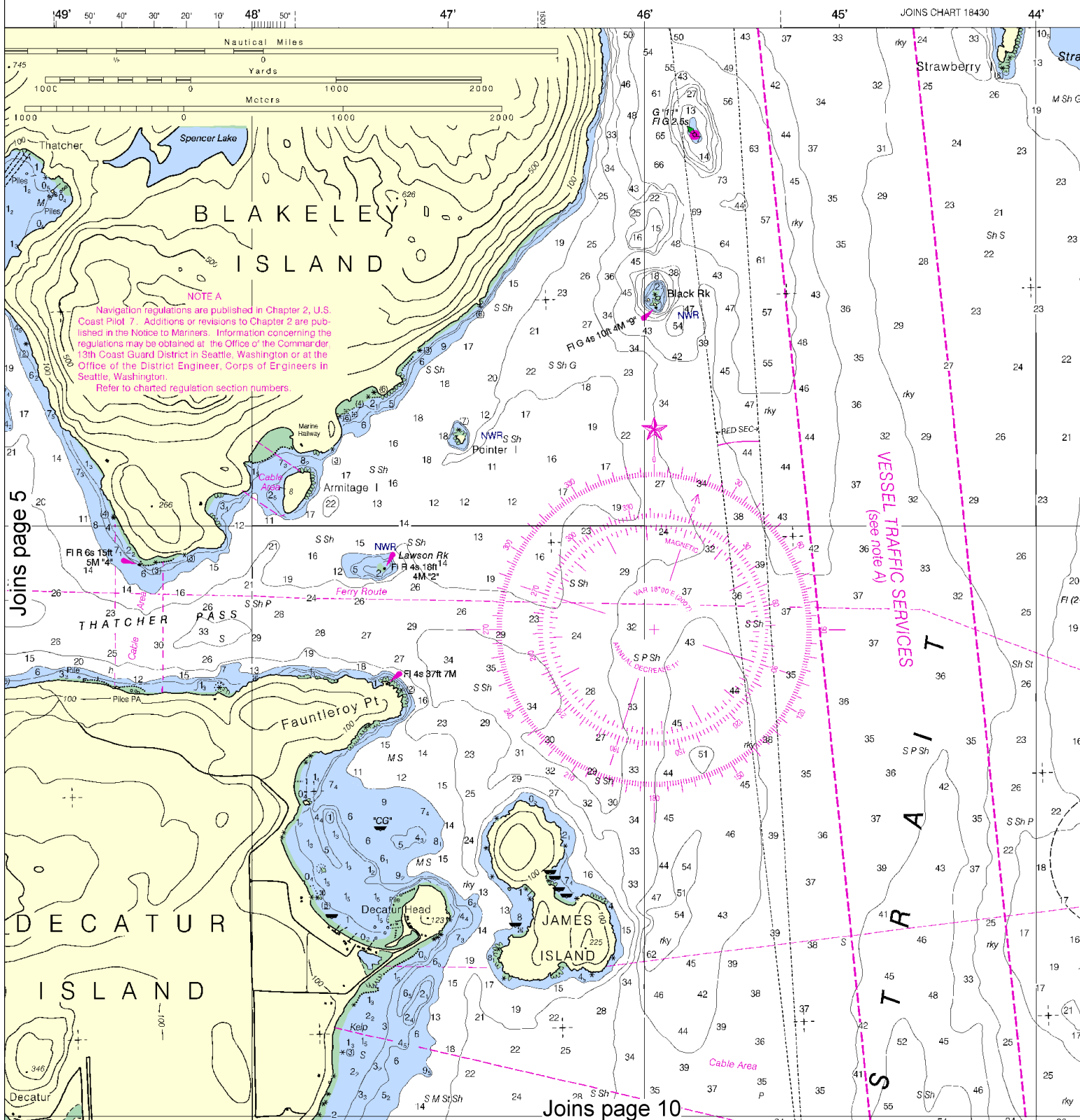
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:33333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

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Printed at reduced scale. SCALE 1:25,000

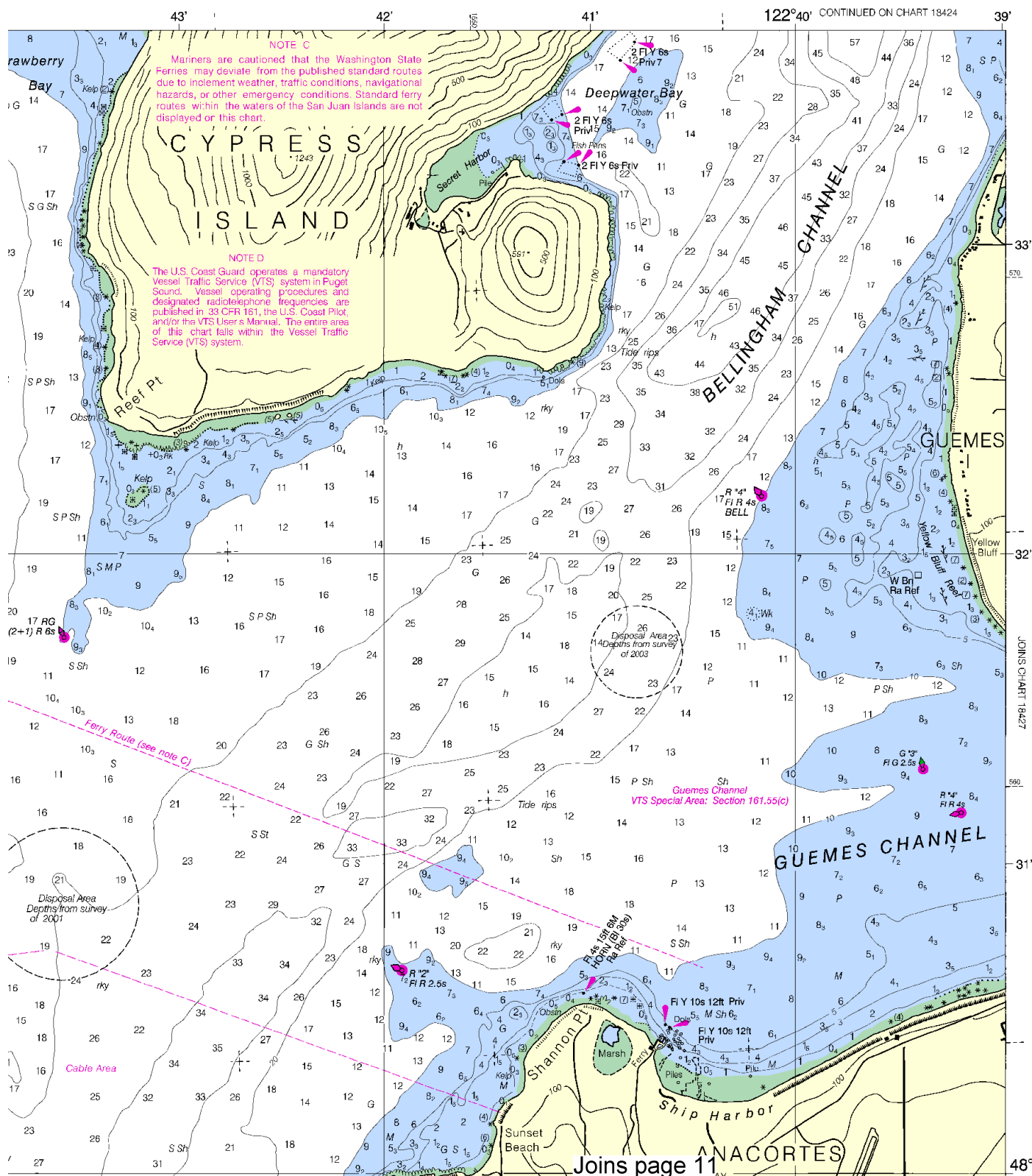
See Note on page 5.



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.636" southward and 4.632" westward to agree with this chart.

SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO 11 FATHOMS)



18429

JOINS CHART 18427

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

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Consult U.S. Coast Pilot 7 for important supplemental information.

Joins page 4

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COLREGS, 80.1390 (see note A)

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PLANE COORDINATE GF

(based on NAD 1927)
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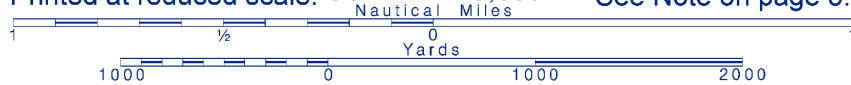
NATIONAL WILDLIFE REFUGES

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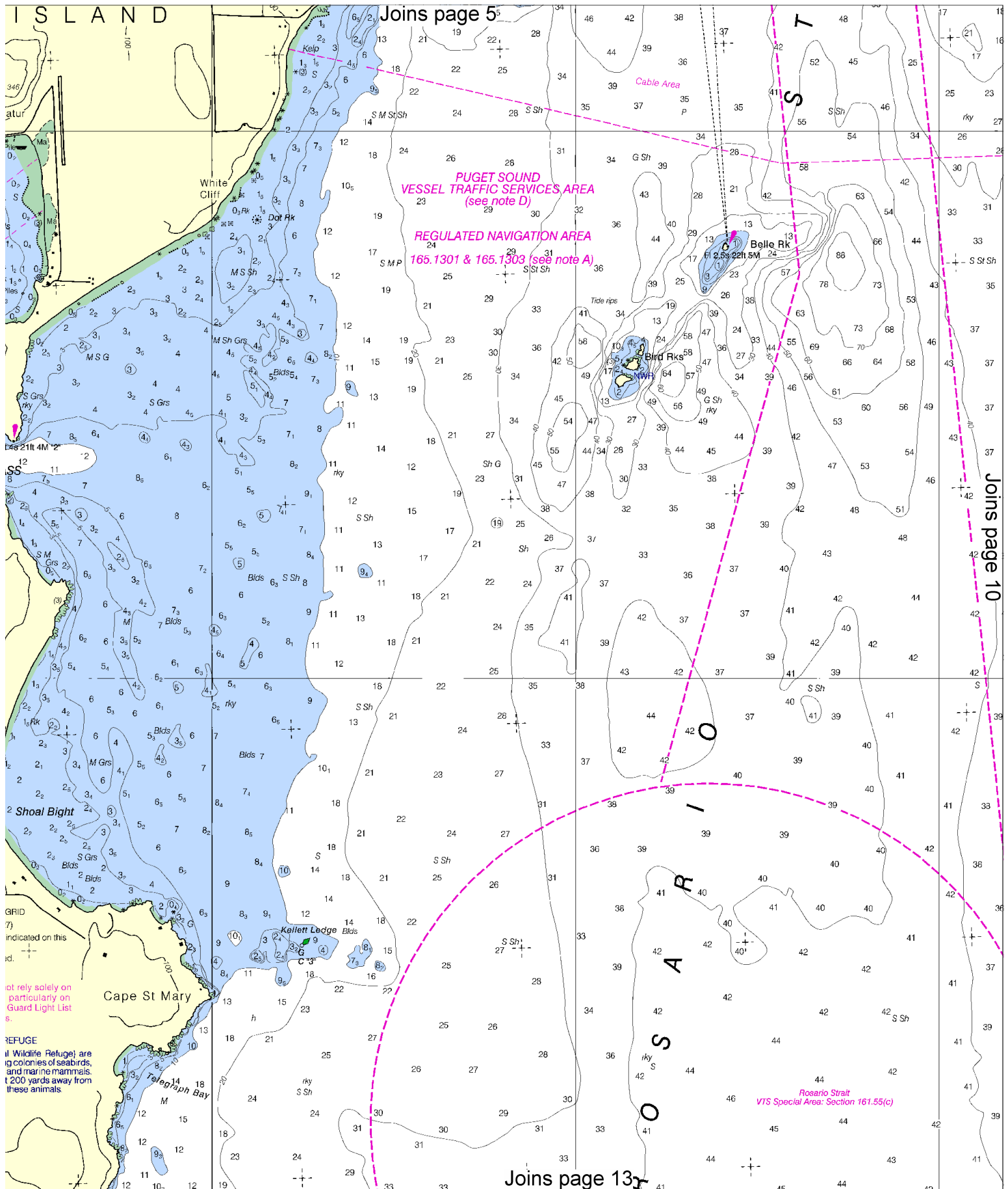
8



Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



Joins page 12



ISLAND

Joins page 5

Joins page 10

Joins page 13

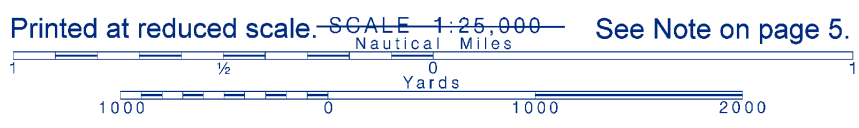
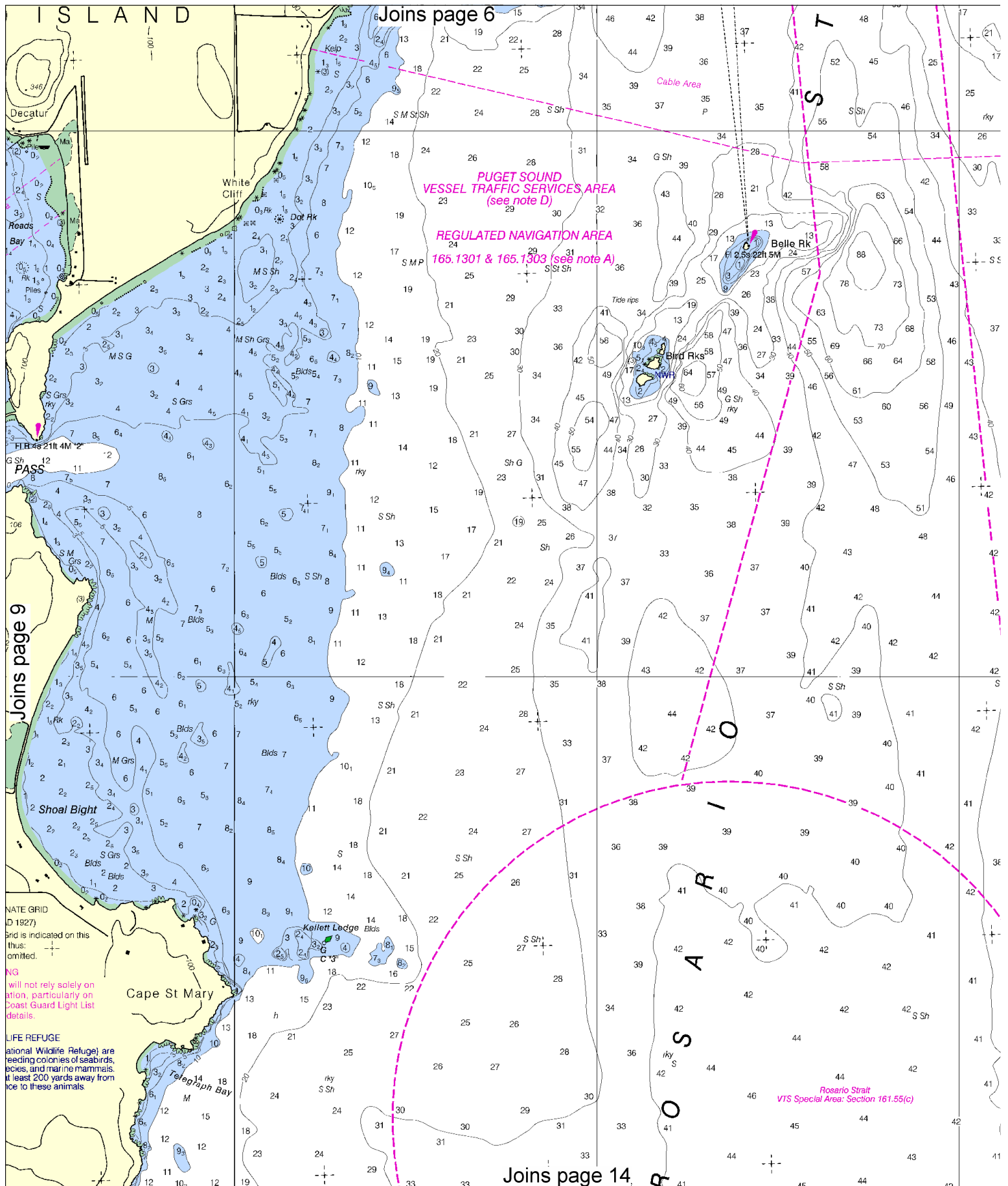
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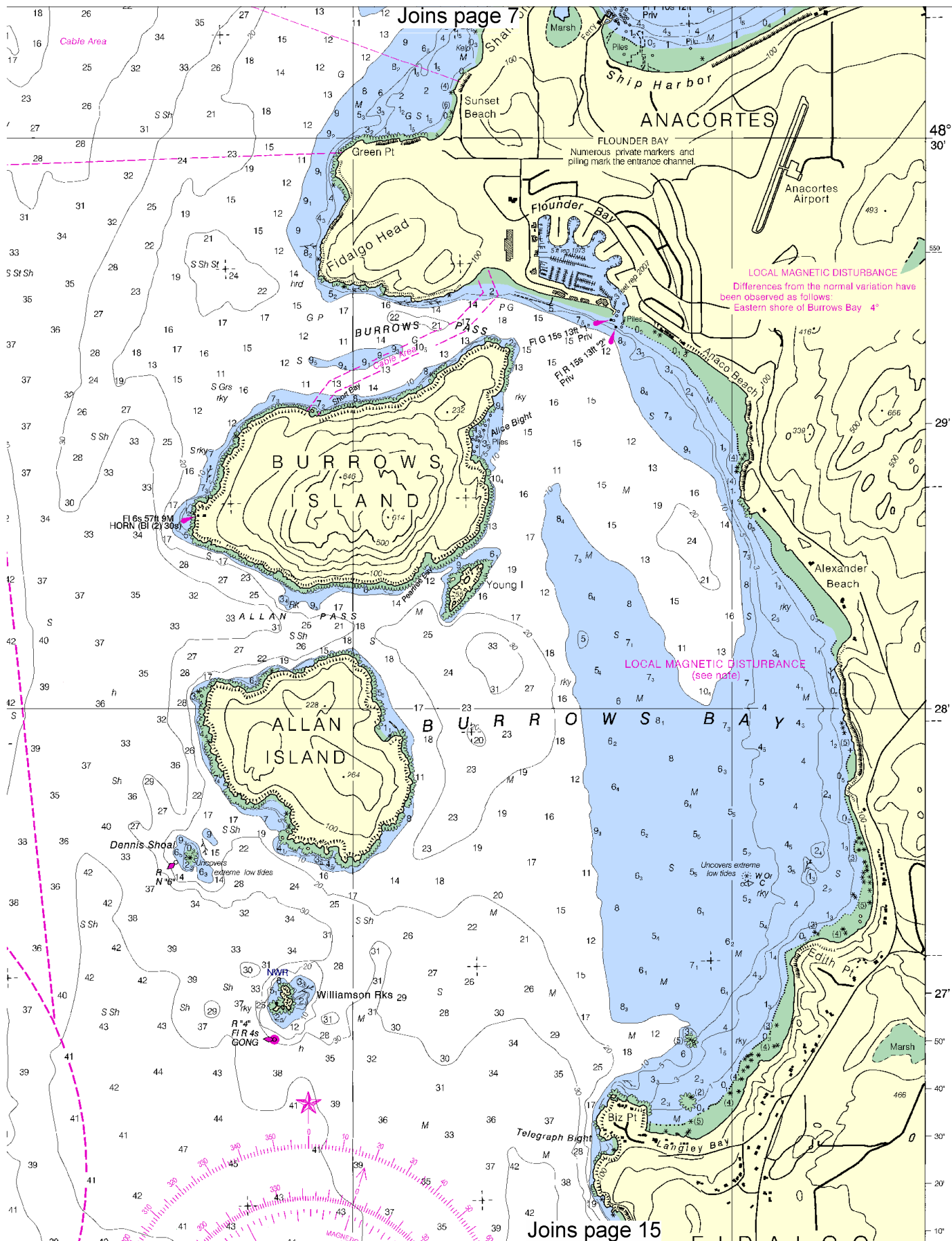
REFUGE
Wildlife Refuge are
colonies of seabirds,
and marine mammals.
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these animals

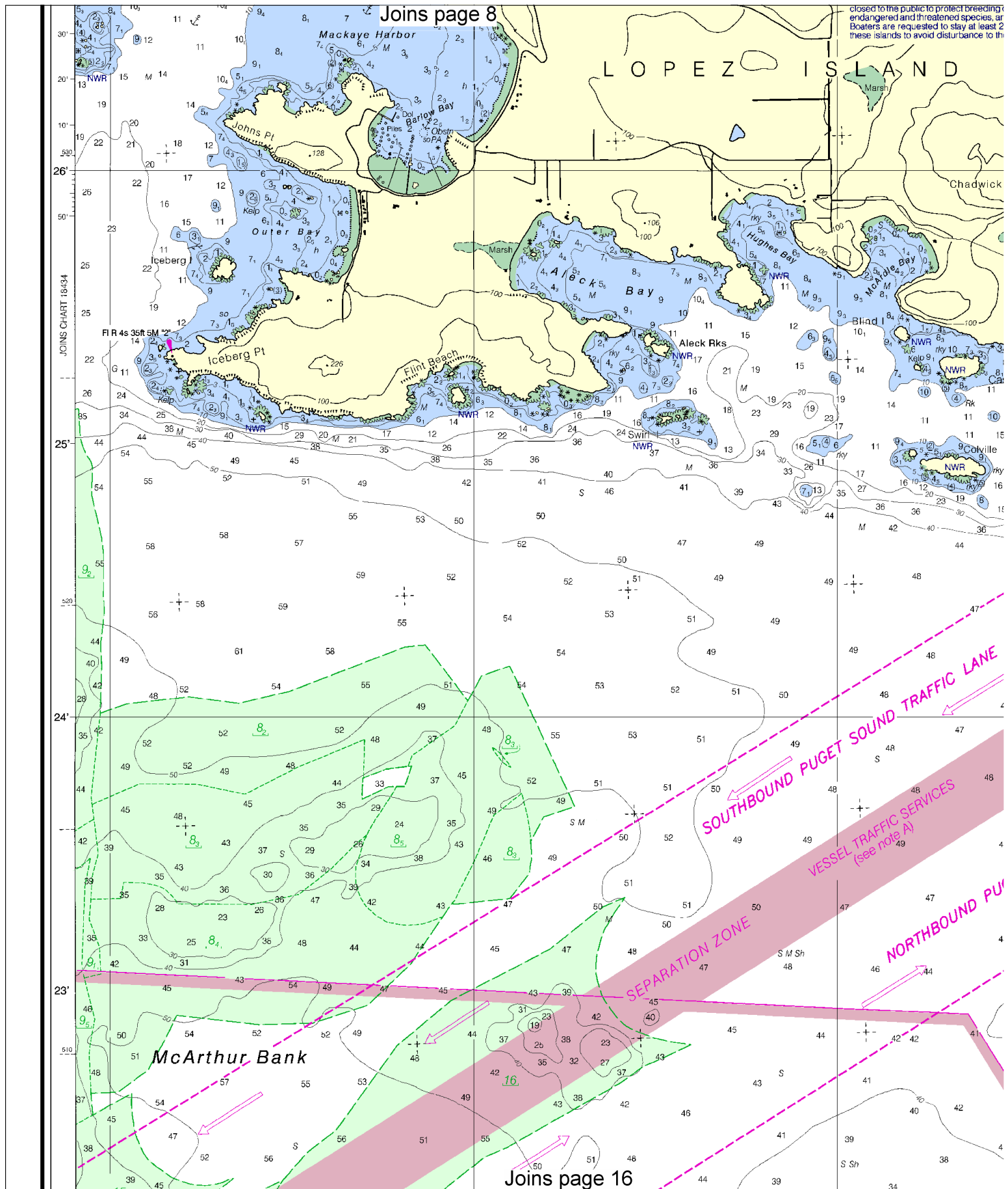
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)

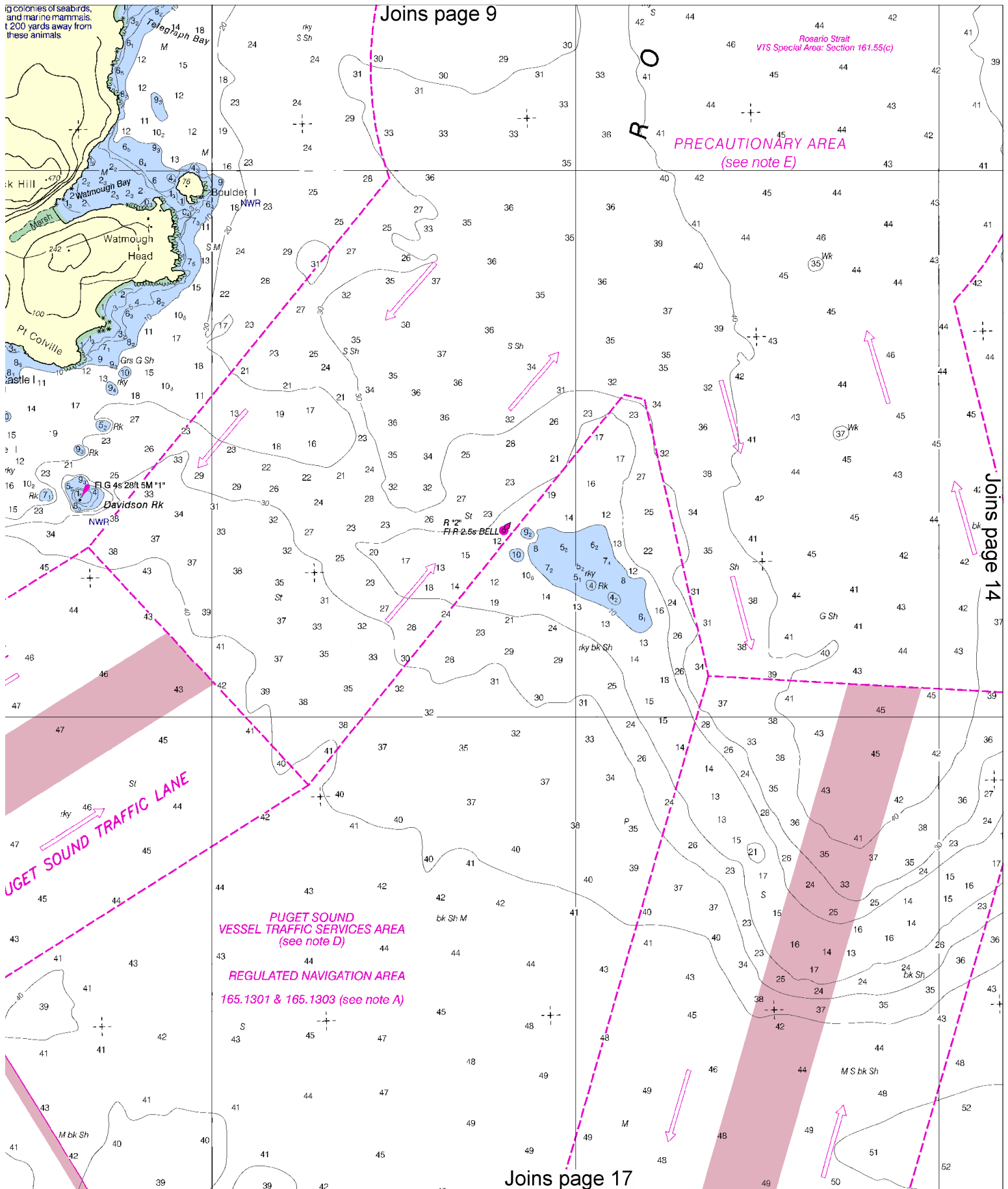
REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)

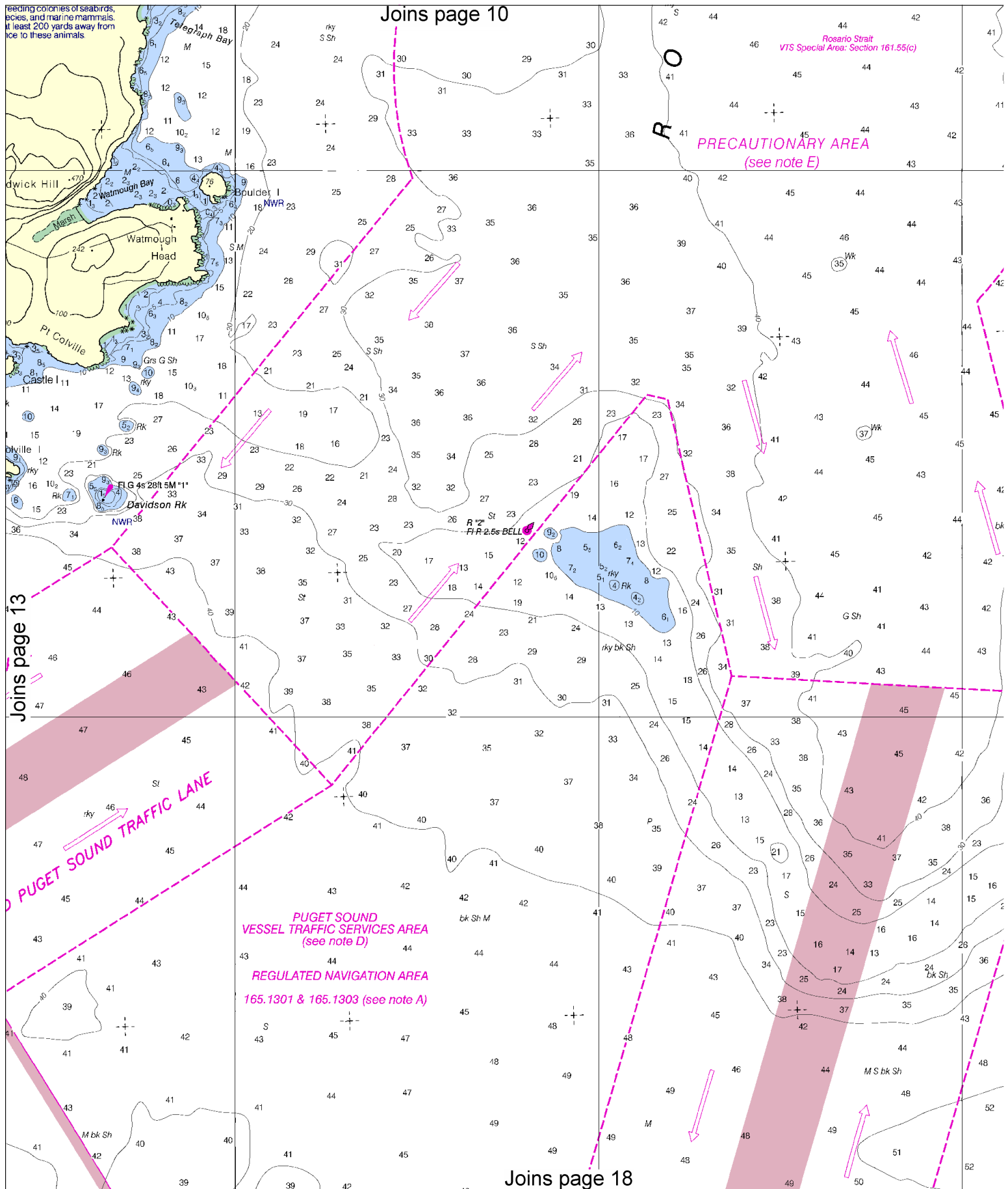
Rosario Strait
VTS Special Area: Section 161.55(c)

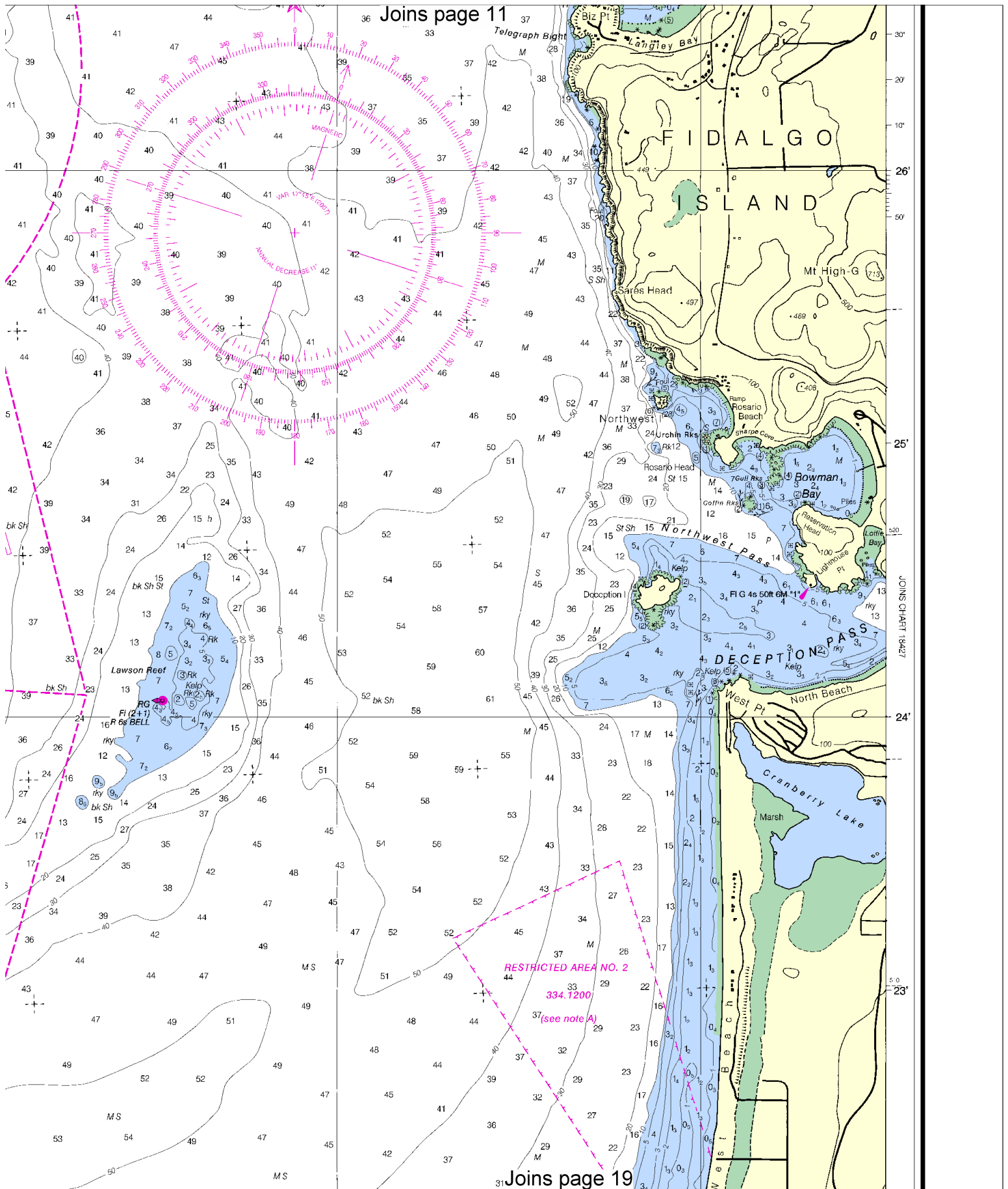












Joins page 12

CONTINUED ON CHART 18421

48° 20'

19'

RESTRICTED AREA
334.1180 (see note A)

R-6713 OPERATING AREA
(Navy-3)
(see note B)

ANNUAL DECREI

Minor

10th Ed., Jan. /07 ■ Corrected through NM Jan. 13/07
Corrected through LNM Jan. 02/07

18429

CAUTION

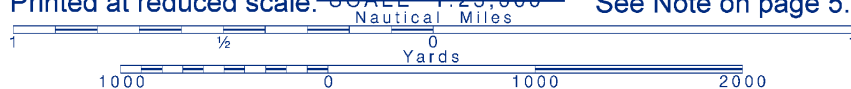
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SOUNDINGS IN
(FATHOMS AND FEET TO

16



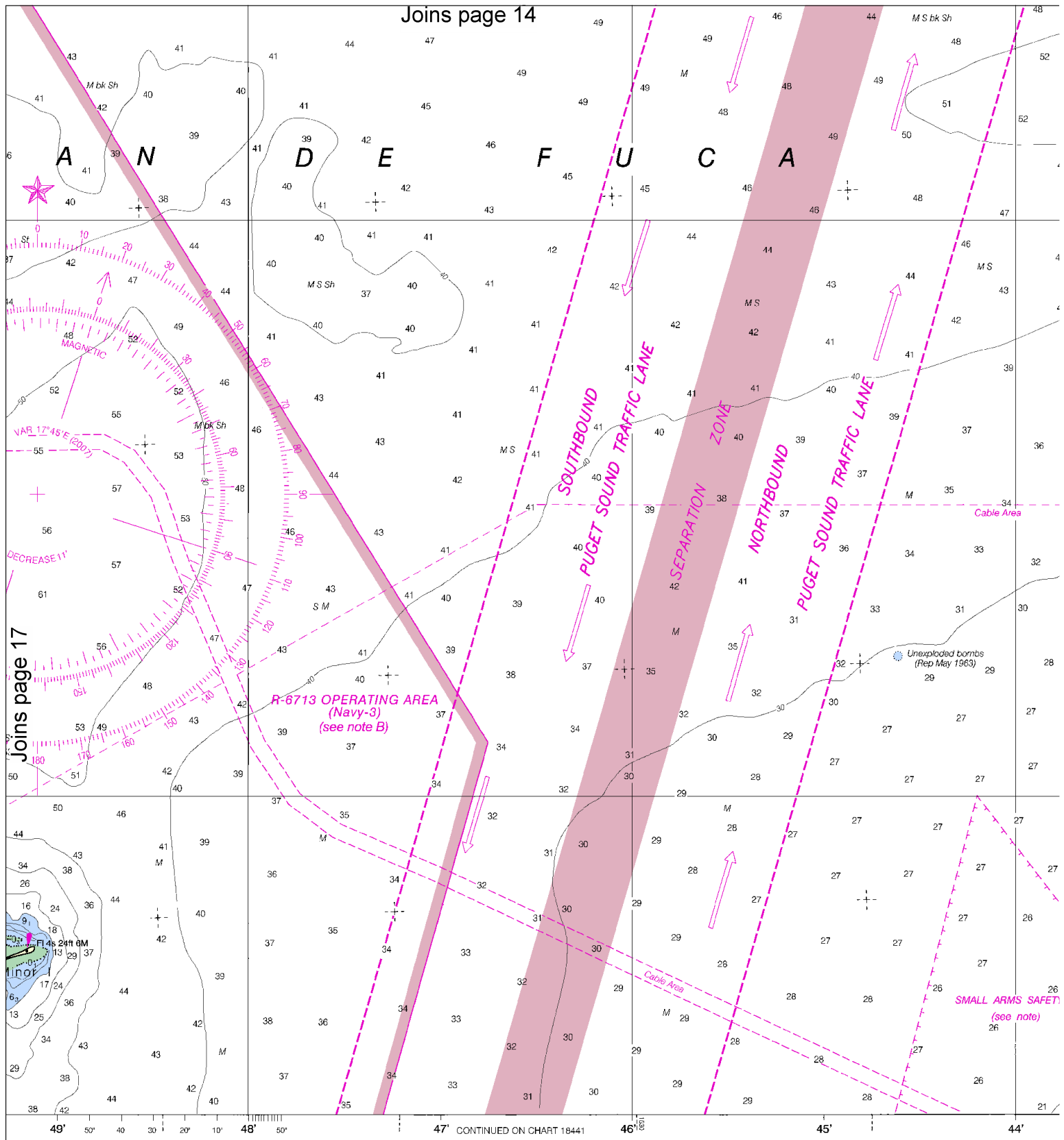
Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.





FATHOMS	1	2
FEET	6	12
METERS	1	2

Joins page 14

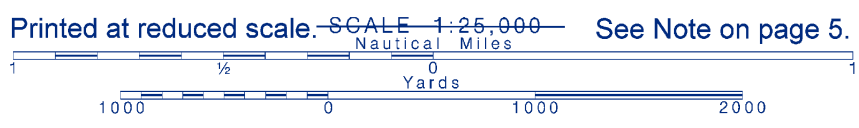


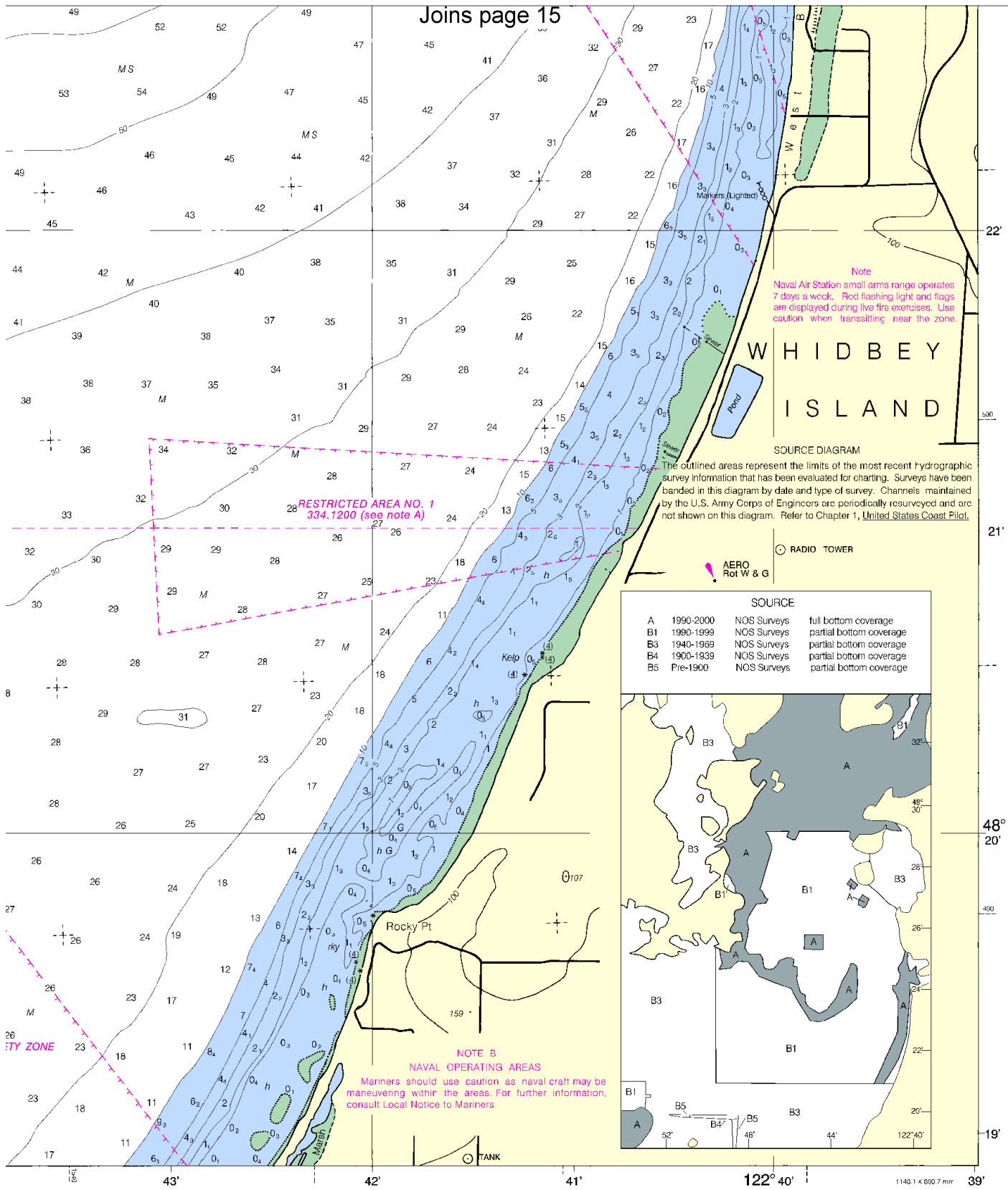
18 FATHOMS
(TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

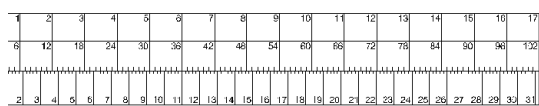
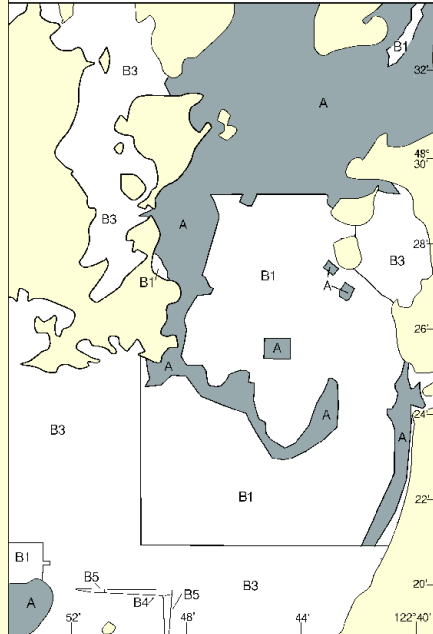
FATHOMS	1
FEET	6
METERS	1.2

18





Source	Survey Dates	Coverage
A	1990-2000	NOS Surveys full bottom coverage
B1	1990-1999	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



Rosario Strait, Southern Part
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18429



ED NO. 10
NSN 7642014011561
NSA REFERENCE NO. 18BHA18429

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard Port Angeles – 360-457-4404

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.